

SOLAEGUI
ENGINEERS

May 27, 2009

Mr. Dan Jacquet
BLM Carson City District Office
5665 Morgan Hill Road
Cason City, Nevada 89701

Re: BLM Carson City Interagency Fire Facility

Dear Dan:

Per our agreement we have prepared the following traffic engineering review of the proposed fire facility. BLM plans to construct a fire facility in the southeast corner of the South Edmonds Drive / Koontz Lane intersection in Carson City, Nevada. The project will be constructed in two phases. Phase one contains a 6,580 square foot Hot Shot operational facility and two 4,290 square foot crew quarter buildings. Phase two contains a 5,018 square foot wildland fire station. Each crew quarter building is designed to include ten single occupancy bedrooms with shared, kitchen, dining, laundry and living areas. The Hot Shot operational facility building contains office areas, training rooms, work stations, fitness areas, showers, tool storage and truck bays. Full floor plans are available for the Hot Shot operational facility only. These plans show that roughly 30% of the building area is designed for office use, roughly 40% as truck bays or tool storage and the remaining 30% is a fitness room with showers.

The Hot Shot fire crews are expected to be in residence only about 60 days each year. Their average fire season is about 160 days. The Hot Shot fire crews are assigned to fire incidents about 100 days each year and are away from the facility. For more than 200 days each year the Hot Shot crews are not assembled. A small staff operates the Hot Shot facility when the crews are assigned to incidents and during the off season. The average fire wildland fire station season is about 182 days. Generally they will be dispatched from this facility each day during this period. The wildland fire crew totals 15 staff during the fire season and 3 staff during the off season. For about 183 days each year the wildland fire crew are not assembled. A 3 person wildland fire staff operates the facility during the off season.

One of the first steps in the review of this project was to seek input from Carson City Public Works staff regarding their requirements for a traffic study. Carson City staff indicated that because of the small size of the facility a traffic study was not required based on city policy.

In order to calculate trip generation totals for the facility we first sought national data for fire stations but were not able to locate any published information. Based on a review of the Environmental Assessment and an understanding of how the facility functions we calculated trip generation by looking at the two types of office operations with the residential functions calculated separately. The phase one fire operations center trip generation is calculated on an office square footage basis with the truck bays and storage areas not expected to generate any trips. The wildland fire facility trip generation is calculated as a general office function on a per employee basis for both the fully staffed period and off season. Trip generation calculations are based upon information taken from the Eighth Edition of *ITE Trip Generation* (2008) for Land Use 710: General Office and 220: Apartment. The apartment trip generation totals have been reduced by 50% because the residents both live and report to work on-site. A summary of the anticipated average daily and peak hour traffic volumes for

Solaegui Engineers Ltd. • 715 H Street • Sparks, Nevada 89431 • 775/358-1004 • FAX 775/358-1098

Civil & Traffic Engineers
e-mail: psolaegui@aol.com

the phase one and phase two buildings is shown below. The study periods include when the Hot Shot crews are in residence at the facility, when they are away and when the wildland fire facility is fully or minimally staffed.

TRIP GENERATION							
<u>FUNCTION</u>	<u>ADT</u>	<u>AM PEAK HOUR</u>			<u>PM PEAK HOUR</u>		
		<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
Phase One with Hot Shot Crew in Residence							
Hot Shot Office							
1,900 Sq. Ft.	21	3	0	3	0	2	2
Apartments							
20 Persons	<u>33</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>1</u>	<u>4</u>
Subtotal	54	4	2	6	3	3	6
Phase One with Hot Shot Crew Out							
Hot Shot Office							
1,900 Sq. Ft.	21	3	0	3	0	2	2
Apartments							
20 Persons	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Subtotal	21	3	3	3	0	2	2
Phases One and Two with Hot Shot Crew in Residence and Wildland Fire Crew Operating							
Hot Shot Office							
1,900 Sq. Ft.	21	3	0	3	0	2	2
Wildland Fire Office							
15 Employees	50	6	1	7	1	6	7
Apartments							
20 Persons	<u>33</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>1</u>	<u>4</u>
Subtotal	104	10	3	13	4	9	13
Phases One and Two with Hot Shot Crew Out and Wildland Fire Crew Operating							
Hot Shot Office							
1,900 Sq. Ft.	21	3	0	3	0	2	2
Wildland Fire Office							
15 Employees	50	6	1	7	1	6	7
Apartments							
20 Persons	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Subtotal	71	9	1	10	1	8	9
Phase One and Two Off Season							
Hot Shot Office							
1,900 Sq. Ft.	21	3	0	3	0	2	2
Wildland Fire Office							
3 Employees	10	1	0	1	0	1	1
Apartments							
20 Persons	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Subtotal	31	4	0	4	0	3	3

As is shown above, the phase one trip generation ranges from 21 to 54 daily trips depending if the crews are in residence. The phase one and two trip generation similarly ranges from 31 to 104 trips. These trips are expected to distribute 50% to the north on South Edmonds Drive, 40% west on Koontz Lane and 10% south on South Edmonds Drive.

Current traffic volume on South Edmonds Drive is reported to be 8,800 average daily trips in the vicinity of the facility per the Nevada Department of Transportation Annual Traffic Report. In the year 2030 Carson City staff predict that the average daily trip volume at this location will decrease to 4,400 due to changes in the area street network. The phase one project trip assignment on South Edmonds Drive north of the site, amounts to 11 daily trips 85% of the year and 27 trips during the brief period when the crews are in residence. The phase one and two project trip assignment on South Edmonds Drive north of the site amounts to 52 daily trips 15% of the year, 36 trips 35% of the year and 16 trips during the off season 50% of the year. In the worst case the 52 trip total is only a 0.6% increase in current traffic on South Edmonds Drive. With future roadway network changes in the area traffic volume on South Edmonds Drive will be greatly reduced compared with existing traffic volumes.

Truck traffic on South Edmonds Drive has also been reviewed. A Carson City truck ordinance allows local deliveries and truck traffic from business located in the area but restricts through truck traffic. Data from the Nevada Department of Transportation indicates that local street traffic contains 2.93% two axle six tire trucks. 2.93% of 8,800 average daily trip volume equals 258 trucks per day on South Edmonds Drive based on a factoring of the current average daily traffic volume on the street. The Hot Shot fire crew assigned to the phase one facility will have one fire engine that falls in the two axle six tire truck category. They also have three crew hauler vehicles but these do not meet the truck classification. The wildland fire station will have three fire engines. The total of these four trucks is expected to generate about 8 daily trips when both crews are fully operating at the facility. This 8 truck trip total is a 3% increase in two axle truck traffic during 15% of the year and 6 truck trips or a 2% increase in truck traffic for 35% of the year with no regularly scheduled truck traffic from the facility during the off season roughly 50% of the year.

In summary traffic impacts from the facility will be minimal. Trip generation from the facility both when fire crews are in full operation at the site and during the off season is not large enough to trigger the need for detailed traffic engineering review in a traffic impact study per Carson City Development Policy. The facility generates very little traffic more than half of the year.

We appreciate the opportunity to complete this traffic engineering review. We anticipate that it will satisfy your requirements. Please call if you have any questions or comments.

Enclosure
Letters/BLMCarson2

Very truly yours,
SO LAEGUI ENGINEERS, LTD.
PAUL W. SO LAEGUI
Paul W. So Laegui, P.E.
5-27-09
EXP 6-30-10

Summary of Average Vehicle Trip Generation
 For 1.9 Th.Sq.Ft. GFA of General Office Building
 May 06, 2009

	24 Hour Two-Way Volume	7-9 AM Pk Hour		4-6 PM Pk Hour	
		Enter	Exit	Enter	Exit
Average Weekday	21	3	0	0	2
	24 hour Two-Way Volume	Peak Hour			
		Enter	Exit		
Saturday	5	0	0		
Sunday	2	0	0		

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Summary of Average Vehicle Trip Generation
 For 10 Persons of Apartments
 May 06, 2009

	24 Hour Two-Way Volume	7-9 AM Pk Hour		4-6 PM Pk Hour	
		Enter	Exit	Enter	Exit
Average Weekday	33	1	2	3	1
	24 hour Two-Way Volume	Peak Hour			
		Enter	Exit		
Saturday	32	0	0		
Sunday	31	0	0		

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Summary of Average Vehicle Trip Generation
 For 3 Employees of General Office Building
 May 27, 2009

	24 Hour Two-Way Volume	7-9 AM Pk Hour		4-6 PM Pk Hour	
		Enter	Exit	Enter	Exit
Average Weekday	10	1	0	0	1

	24 hour Two-Way Volume	Peak Hour	
		Enter	Exit
Saturday	2	0	0
Sunday	1	0	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Summary of Average Vehicle Trip Generation
 For 15 Employees of General Office Building
 May 27, 2009

	24 Hour Two-Way Volume	7-9 AM Pk Hour		4-6 PM Pk Hour	
		Enter	Exit	Enter	Exit
Average Weekday	50	6	1	1	6

	24 hour Two-Way Volume	Peak Hour	
		Enter	Exit
Saturday	8	1	1
Sunday	3	0	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS



NEVADA

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

FLOOR PLAN

HOTSPOTS

CARSON CITY FIELD OFFICE

APPROVED

DATE

DESCRIPTION

MARK

DATE

APPROVED BY

DATE

DESCRIPTION

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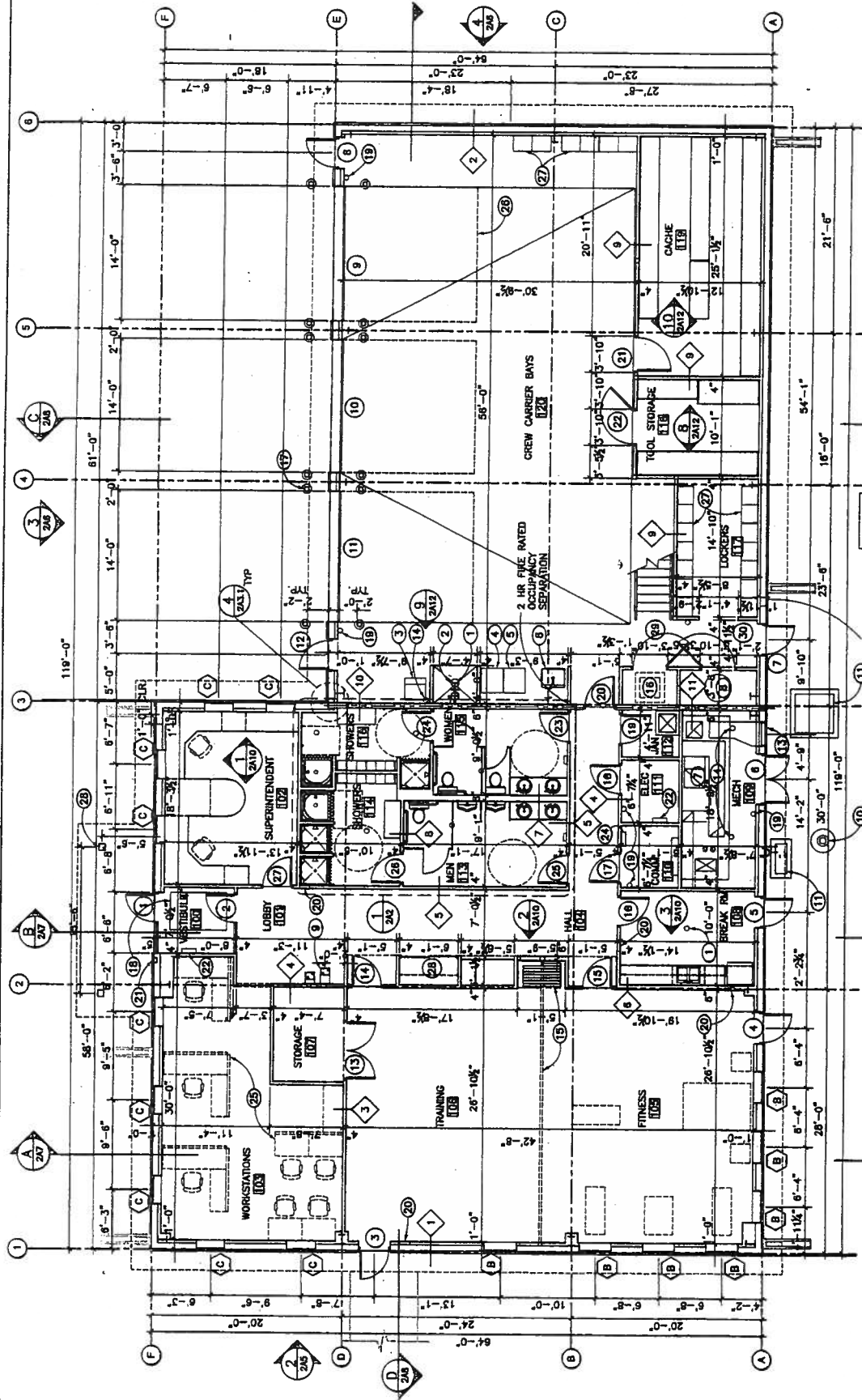
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APPROVED BY

PROJECT NO: 2A1
DESIGNED BY: S.A. SHORT
CHECKED BY: S.A. SHORT
DATE: FEBRUARY 18, 2009
APPROVED BY: S.A. SHORT
DATE: 02/18/09

2A1

SHEET 777 OF 777



GENERAL NOTES

1. FINISH FLOOR ELEVATION 100'-0" = 4762.92'
2. SEE SHEET 2A0.2 FOR PARTITION TYPES.
3. TYPICAL INTERIOR PARTITION CONSTRUCTION: ALL INTERIOR PARTITIONS SHALL BE TYPE 3 UNLESS NOTED WITH A PARTITION TAG ON THE FLOOR PLAN.
4. ALL DIMENSIONS ARE TO FACE OF STUD & CONCRETE OR TO CENTERLINE OF WINDOW & DOOR OPENINGS UNO.
5. PROVIDE 2X WD BLIND FOR ALL WALL MOUNTED ACCESSORIES, FURNISHINGS & EQUIP.

KEY NOTES

1. FLOOR DRAIN
2. EXWASH/EMERGENCY
3. SHOWER
4. ICE MACHINE
5. WASHER
6. DRYER
7. UTILITY SINK
8. AIR HANDLING UNIT
9. WATER HEATER
10. DRINKING FOUNTAINS
11. RADIO TOWER
12. CONDENSER ON CONCRETE
13. EQUIPMENT PAD, SEE 3013
14. TRANSFORMER ON CONCRETE
15. EQUIPMENT PAD, SEE 3013
16. BOLLARD, SEE 3013
17. VINTL. MAT. SEE 09850
18. FUTURE EXTINGUISHER
19. FUTURE SECURITY CONTROL
20. PANEL LOCATION
21. RIGID FRAME
22. COVERED ENTRY
23. BLIND, TYP
24. LOCKERS
25. TOOL STORAGE
26. CLOSET
27. CREW CARRIER BAYS
28. ABOVE, TYP
29. GEAR GRIND
30. LINE OF OVERHEAD DOOR
31. FURNITURE, INC. TYP

FLOOR PLAN



LEGEND

- 1. X DOOR TAG
- 2. X WINDOW TAG
- 3. X PARTITION TYPE
- 4. X ROOM TAG
- 5. X OCCUPANCY SEPARATION
- 6. X TWO HOUR FIRE RATED
- 7. X TWO HOUR FIRE RATED
- 8. X TWO HOUR FIRE RATED
- 9. X TWO HOUR FIRE RATED
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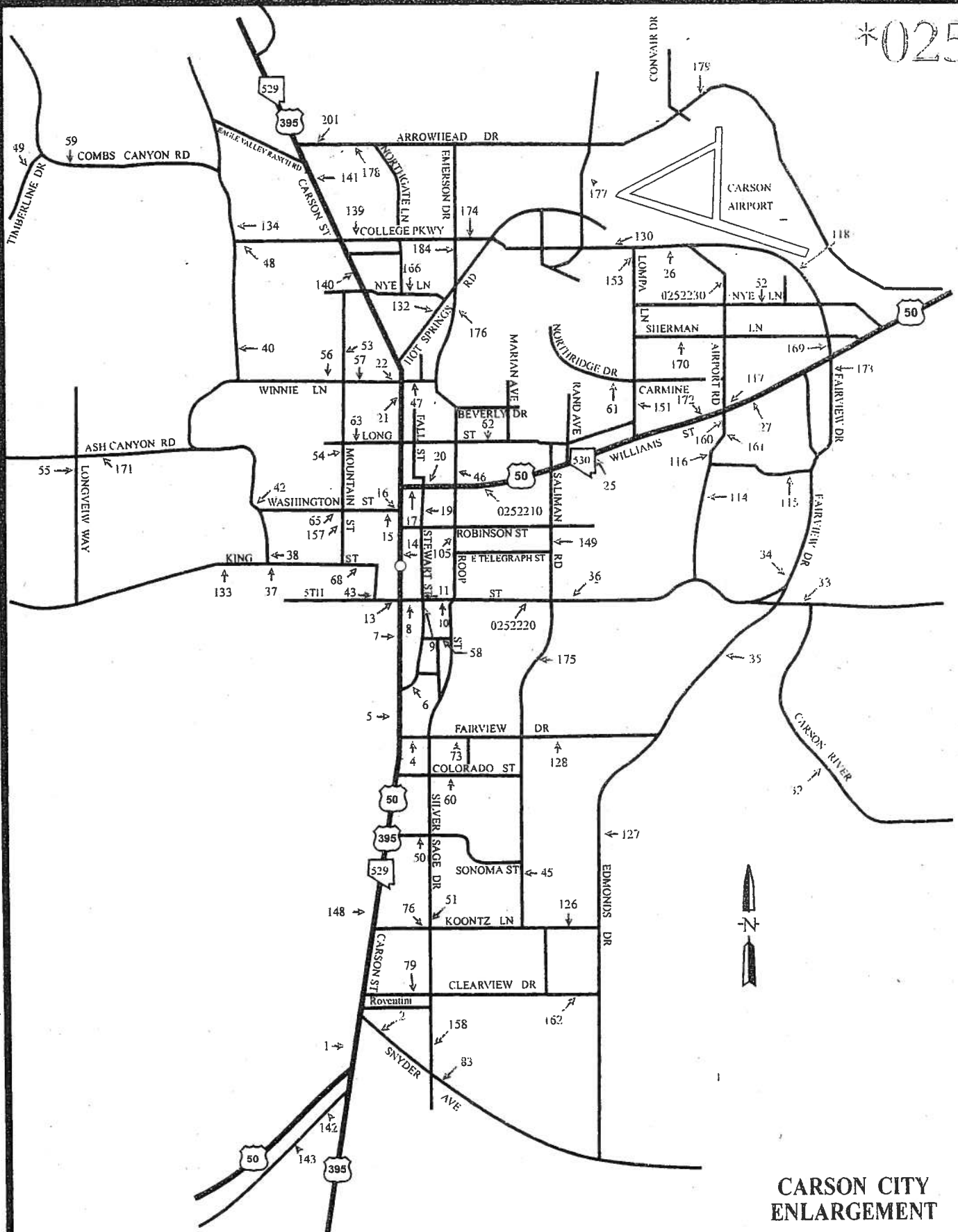
URBAN **VEHICLE DISTRIBUTION and AVERAGE ESAL's** by ROADWAY FUNCTIONAL CLASSIFICATION

STATE: NEVADA STATE FIPS CODE: 32 DATA YEAR: 2007 DATE: 19-May-08

FUNCTIONAL CLASSIFICATION	TRUCK PERCENT (T%)	PASS- ENGER CARS [2 AXLE, 4 TIRE]	BUSSES	PERCENT OF TRAVEL										AVERAGE ESAL
				SINGLE-UNIT TRUCKS		SINGLE-TRAILER UNITS			MULTI-TRAILER TRUCKS					
				2 AXLE, 6 TIRE	3 AXLE OR MORE	4 AXLE OR LESS	5 AXLE	6 AXLE OR MORE	5 AXLE OR LESS	6 AXLE	7 AXLE OR MORE			
URBAN														
	8.37%	91.63%		0.42%	1.77%	0.62%	0.32%	4.41%	0.12%	0.30%	0.07%	0.35%		
FLEXIBLE ESAL by VEHICLE GROUP				0.812	0.259	0.569	0.617	1.221	1.371	1.558	0.961	2.185	0.979	
RIGID ESAL by VEHICLE GROUP				0.924	0.228	0.752	0.616	1.837	2.017	1.418	0.866	2.750	1.342	
OTHER FUNCTIONAL CLASSIFICATIONS	4.88%	95.12%		0.28%	1.63%	0.40%	0.31%	1.62%	0.09%	0.12%	0.05%	0.38%		
FLEXIBLE ESAL by VEHICLE GROUP				0.715	0.198	1.026	0.599	1.191	1.371	1.426	0.761	1.539	0.812	
RIGID ESAL by VEHICLE GROUP				0.746	0.175	1.481	0.588	1.780	2.100	1.305	0.656	2.302	1.107	
OTHER FUNCTIONAL CLASSIFICATIONS	5.04%	94.96%		0.60%	1.73%	0.41%	0.36%	1.50%	0.06%	0.13%	0.05%	0.20%		
FLEXIBLE ESAL by VEHICLE GROUP				1.012	0.269	0.906	1.085	1.223	1.458	2.253	0.952	1.920	0.890	
MINOR ARTERIALS	4.84%	95.16%		0.48%	2.40%	0.41%	0.41%	0.69%	0.05%	0.11%	0.06%	0.23%		
FLEXIBLE ESAL by VEHICLE GROUP				0.839	0.239	0.938	0.680	1.285	1.259	2.099	0.593	1.844	0.678	
MINOR COLLECTORS	3.50%	96.50%		0.53%	2.20%	0.18%	0.23%	0.14%	0.01%	0.08%	0.07%	0.04%		
FLEXIBLE ESAL by VEHICLE GROUP				*	*	*	*	*	*	*	*	*	*	
LOCAL ROADS	4.51%	95.49%		0.38%	2.93%	0.55%	0.04%	0.46%	0.03%	0.01%	0.01%	0.10%		
FLEXIBLE ESAL by VEHICLE GROUP				*	*	*	*	*	*	*	*	*	*	

* Data not available for these Roadway Functional Classifications

*025



CARSON CITY
ENLARGEMENT

**State of Nevada Department of Transportation
Annual Average Daily Traffic Count Stations**

County Name CARSON CITY

Station	Route / Location	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
0250063	Long St, 100' E of Mountain St.			1,350	1,200	1,300	1,250	1,200*	1,200	1,100	1,000
0250065	SR511, Washington St, 75' E of Richmond Av.	2,700	2,750	2,600	2,500	2,500*	2,550	2,550	2,550	2,350	2,300*
0250068	SR512, King St, 120' E of Mountain St.	3,450	3,100	3,250	3,200	3,100	3,450	3,450	- 3,350	3,200	3,300
0250073	Fairview Dr, 100' W of Kansas St.	5,600	5,550	5,500*	5,900	6,500	7,000	7,800	7,550	7,750	7,700
0250076	Koontz Ln, 845' W of Silver Sage Dr./2 mi E of Carson St.	6,500	6,700	6,600	6,500	6,800	6,450	6,850	6,800	6,950	6,500
0250079	Clearview Dr, 200' W of Silver Sage Dr.	6,200	6,850	7,100	7,200	7,200	7,200*	7,750	7,300	7,550	6,900
0250083	SR518, Snyder Av, 270' E of Silver Sage Dr.	3,150	3,100	2,700	2,800	2,650	2,600	3,200	2,900	2,850	2,800
0250105	Roop St, 365' S of Robinson St.			11,300	11,300*	13,800	14,000	13,800	13,400	13,600	14,000
0250114	Butti Wy, 175' S of Airport Rd.			3,450	3,500	3,250	3,950	4,400	4,150	4,500	4,600
0250115	Butti Wy, 210' W of Edmonds Dr.			570	760	730	780	760	750	820	770
0250116	Airport Rd, 175' N of Butti Wy.			3,300	3,300*	3,450	3,700	4,100	4,000	4,300	4,400
0250117	SR525, Airport Rd, 325' N of North Champion St.	11,200	9,500	5,600	5,300	5,450	5,450*	7,350	6,100	5,000	4,800
0250118	College Pk, .5 mi N of Nye Ln.			7,100	7,100*	8,500	8,750	9,600	9,300	8,500	7,800*
0250126	Koontz Ln, 50' W of Raglan Cr.			2,450	2,300	2,650	2,300	2,550	2,450	2,550	3,100
0250127	S Edmonds Dr, 100' S of Damon Rd.	2,300	2,350	7,250	7,500	7,550	8,100	9,350	9,300*	9,150*	8,800
0250128	Fairview Dr, 300' E of Saliman	6,500	6,950	4,100	4,100	4,800	5,100	5,600	5,200	5,850	5,900*
0250130	SR531, College Pk, 275' W of Lompa Ln.	3,850	3,800	15,800	15,800*	15,800*	16,100*	16,800	16,200	14,800	14,000
0250132	Hot Springs Rd, .1 mi N of US-395 in front of 400 Hot Springs Rd.	14,600	14,400	6,800	6,000	7,350	7,550	8,050	7,250	6,600	6,700
0250133	SR512, Division St, .2 mi W of SR-516 (Ormsby Bl).	7,050	6,500	1,450	1,450*	1,650	1,900	1,900	1,750	1,800	1,700
0250134	N Ormsby Bl, .1 mi S of Combs Canyon Rd.	1,200	1,300	2,500	2,400	2,400	2,600*	2,700	2,800	2,700	2,600
0250139	SR531, College Pk, 250' E of Imperial Wy.	2,250	2,150	14,300	14,000	16,400	16,700*	16,300	16,400	12,900	12,000
0250140	SR529, Carson St, .1 mi N of Nye Ln.	13,100	14,100	34,500	33,000	34,000	34,500	35,000	34,000	28,800	30,000
0250141	SR529, Carson St, 500' N of Broadleaf Ln.	36,200	34,500	32,500	31,000	32,500	34,000	35,500	37,000	24,900	26,000
0250142	SR705, Clear Creek Rd, .25 mi W of US-395.	33,100	32,100	540*	5,900	6,800	6,400	7,450	7,350	7,650	6,900
0250143	SR705, Clear Creek Rd, .25 mi W of Vista Grande Bl.	540	540	220	280	280*	240	290	250	270	280
0250148	SR529, Carson St, .1 mi N of Koontz Ln.	260	250	43,500	43,500*	43,500*	47,000	50,500	50,000	44,000	48,000

* Data Adjusted or Estimated

TH
C: LB

ORDINANCE NO. 1998-30

BILL NO. 125

AN ORDINANCE AMENDING CARSON CITY MUNICIPAL CODE TO ADD SECTION 10.04.102 (CLASS A VEHICLE) DEFINING A CLASS A VEHICLE, TO ADD SECTION 10.04.104 (CLASS B VEHICLE) DEFINING A CLASS B VEHICLE, TO ADD SECTION 10.04.106 (CLASS C VEHICLE) DEFINING A CLASS C VEHICLE, TO AMEND SECTION 10.28.170 (LOAD LIMITS) INCORPORATING STATE LAW LOAD LIMITS, AND TO ADD SECTION 10.28.180 (TRUCK ROUTE RESTRICTIONS) PROVIDING THAT CERTAIN STREETS MAY NOT BE USED BY CERTAIN VEHICLES, AND OTHER MATTERS PROPERLY RELATED THERETO.

Fiscal Effect: None

THE CARSON CITY BOARD OF SUPERVISORS DOES HEREBY ORDAIN:

SECTION I:

That Section 10.04.102 of the Carson City Municipal Code is hereby added as follows:

10.04.102 Class A vehicle. Any combination of motor vehicles with a gross combination weight rating (GCWR) of 26,001 pounds or more, provided the vehicle being towed has a gross vehicle rating (GVWR) of 10,000 pounds or more.

SECTION II:

That Section 10.04.104 of the Carson City Municipal Code is hereby added as follows:

10.04.104 Class B vehicle. Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle weighing less than 10,000 pounds GVWR.

SECTION III:

That Section 10.04.106 of the Carson City Municipal Code is hereby added as follows:

10.04.106 Class C vehicle. Any single vehicle, or combination of vehicles that does not meet the definition of Class A or Class B, but that is placarded for hazardous materials.

SECTION IV:

That Section 10.28.170 of the Carson City Municipal Code is hereby amended as follows:

10.28.170 Load limits. It is unlawful for any person owning or having control of any truck, [dray] truck tractor, trailer or other vehicle to carry or cause or permit to be carried thereon, along or

1 over any highway in Carson City any load exceeding [two thousand pounds per axle, providing the
2 hauling or moving of a single article weighing more than ten thousand pounds shall not be prohibited; and
3 further provided that the provisions of this section shall not apply to any highway designated a state
4 highway where] the statutory load limits of the State of Nevada, [shall be controlling] provided that in
5 accordance with NRS 405.010 and 484.752, the board may direct that a reduced maximum weight limit
6 be posted for any highway, road or portion or structure thereof under its jurisdiction.

7 SECTION V:

8 That Section 10.28.180 of the Carson City Municipal Code is hereby added as follows:

9 10.28.180 Truck route restrictions. The board may adopt a Resolution finding that a specific
10 highway, road or portion thereof, because of its residential character and public safety, is deemed
11 inappropriate to allow Class A, B, and C vehicle through traffic, and may direct that such specific
12 highway, road or portion thereof be designated as a trucks prohibited route. Such prohibited Class A,
13 B, and C vehicle travel shall not apply to school buses, garbage or refuse haulers on assigned routes, or
14 to any restricted class vehicle which may have a local delivery or business within the restricted zone.

15 SECTION VI:

16 That no other provisions of Title 10 of the Carson City Municipal Code are affected by this
17 ordinance.

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PROPOSED this 20th day of August, 1998.

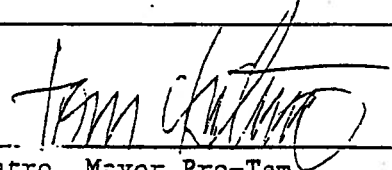
PROPOSED by Supervisor Greg Smith.

PASSED on the 3rd day of September, 1998.


VOTE: AYES: Greg Smith
 Jon Plank
 Kay Bennett
 Tom Tatro, Mayor Pro-Tem

NAYS: None

ABSENT: Ray Masayko, Mayor



Tom Tatro, Mayor Pro-Tem

ATTEST:


Alan Glover, Clerk/Recorder

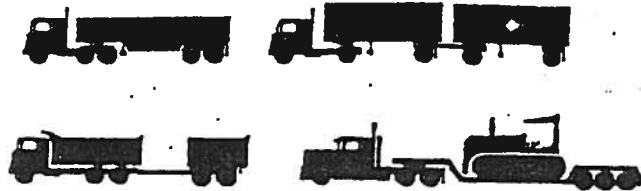
This ordinance shall be in force and effect from and after the 14th day of
September, 1998.

VEHICLE CLASSIFICATION SYSTEM

Class "A"

Any combination of motor vehicles with a gross combination weight rating (GCWR) of 26,001 pounds or more, provided the vehicle being towed has a gross vehicle rating (GVWR) of 10,000 pounds or more.

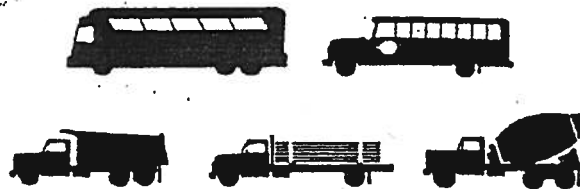
Examples:



Class "B"

Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle weighing less than 10,000 pounds GVWR.

Examples:



Class "C"

Any single vehicle, or combination of vehicles that does not meet the definition of Group A or Group B, but that either is designed to transport 16 or more passengers including the driver, or is placarded for hazardous materials.

Examples:



NOTE: A CDL of any class allows you to drive your personal vehicle. You won't need any other license!

The following are types of endorsements you may need:



- T—Double/triple trailers
- P—Passengers
- N—Tankers
- H—Hazardous materials
- X—Hazardous materials and tankers

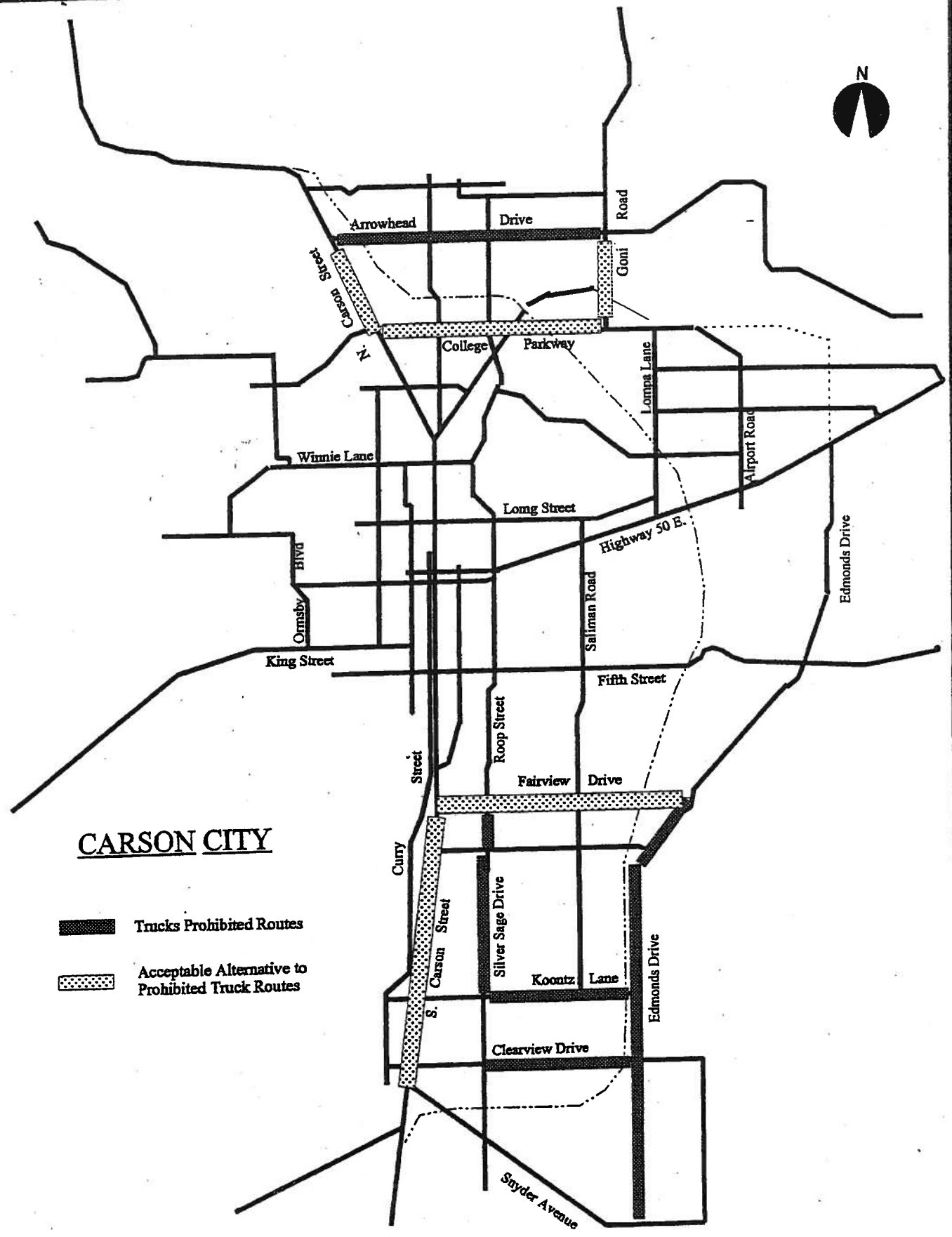
The following restrictions may apply:

- May not drive vehicle with air brakes unless appropriate knowledge and skills tests are passed.
- Intrastate only



CARSON CITY

-  Trucks Prohibited Routes
-  Acceptable Alternative to Prohibited Truck Routes



Location	Freeway to Fairview	Freeway Complete	
	2015	2015	2030
Koontz Ln (Hillview to Edmonds)	1,000	600	1,200
Edmonds Dr (N of Koontz)	8,500	2,570	4,400
Edmonds Dr (S of Koontz)	8,000	2,410	3,600